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**Region II**  
**LOCAL EMERGENCY PLANNING COMMITTEE**  
**June 25, 2009, 10:00 AM – 12:00 PM**

**Meeting Notes**

**REGION II LEPC Members present:**

Nabil Al-Hadithy – Berkeley CUPA, LEPC Chair  
Jay Swardenzki, Fremont Fire Dept, LEPC Alternate-Chair  
Micheal Pixton, DTSC Response Unit, LEPC II Environmental Rep.  
Sharon Lee, Dept. of Public Health

**Others present:**

Pat Bryant, BNSF Railway  
Monica Jackson, Fire Inspector, Sonoma County OES  
Bertha Simpson, Monterey County OES  
Ricky Williams, Salinas Fire HazMat  
Chris Reitenour, Seaside Fire, Monterey County  
Scott Etzel, The Dow Chemical Company (Teleconference)

**Cal-EMA Staff**

Sandra McKenzie, CalEMA Coastal Region  
Ron Olguin, Cal-EMA HQ, HMEP Grant Coordinator  
Jeanine Gentis, CSTI (Teleconference)

**1. Introduction**

Nabil Al-Hadithy (Nabil), the LEPC II Chair, called the Region II Local Emergency Planning Committee (LEPC) meeting to order on Thursday, June 25, 2009 at 10 AM. Introductions took place. A quorum was not established. The following meeting notes were recorded for informational purposes only.

**2. Chairperson Report**

No report

**3. HMEP Grant 09/10 Update**

Ronald Olguin from CalEMA reported that the HazMat Unit has been without a chief for over two years. Chief Charley Hurley is now in charge of the HazMat unit.

Ron advised of monies available for Area and Regional Plans, HazMat Exercises, Response Procedures, and Commodity and Transportation studies.

Grant applications are due to CalEMA HQ by August 15, 2009. The Grant process has four quarters, and we are presently in the second quarter.

A grant guidebook available contains “Frequently asked questions” about funding for other projects. The Department of Transportation (DOT) says does not allow funding on requests for software, other than CAMEO, overtime or cutbacks, and purchase of equipment.

Projects funded by the HMEP Grant include:

- CSTI Training (Issued through separate training grant per below)
- Area Plans
- Regional Plans
- Area commodity studies
- Transportation related issues
- Hazardous materials related issues

Monies available for the fiscal year 2009/2010 are as follows:

Training: \$1,031,000.00

Planning: \$610, 727.00

HMEP grant applications must be received by the LEPCs, on or before July 15, 2009, to allow time to review applications and forward to headquarters for further processing.

Additional information is available on the website [www.calema.ca.gov](http://www.calema.ca.gov); look under grants, or on the Region II LEPC website

**4. NASPO Conference:**

Ron provided information on National Association for State Title III Program Officials (NASPO). The conference is attended by all states and the U.S. Department of Transportation (USDOT).

**5. HazMat Training Opportunities**

Jeanine Gentis, CSTI, provided overview of grant funded training opportunities. For the current year October ‘09, blended classes for the HazMat Specialist training will be offered for the six LEPC Regions. Each region will receive five (5) grants for applicants who would like to attend the training at CSTI. Another Specialist class will be blended and taught in Bakersfield for Regions II and V until each region utilizes grants to accommodate up to 25 students. CSTI has determined that it is easier to blend the classes because it requires less attendance from each region, thus relieving agencies of back-fill issues. Region II hosted a class at Santa Rosa last year, therefore, this year Bakersfield will host hazmat classes beginning in March 2010.

Technician training will start in November ‘09, and will open for all the regions. There will be up to five students per session with full per diem. The classes will held over a period of 2-3 sessions so that each region gets 20-25 students through the training during the fiscal year. There will be an Assistant Safety Officer (ASO) in December with 10 student grants available per region. We also will open up a Technical Specialist Terrorism class. There will multiple sessions open this year that will be grant funded. We will talk to the regions to get an idea on what the need is and where to host the classes. Jeanine will send further information on training via email. Information can downloaded via the CSTI website at [www.csti.ca.gov](http://www.csti.ca.gov).

In closing, Jeanine advised that next year’s NASPO conference is being hosted in San Luis Obispo in April or early May of 2010.

## 6. **TRANSCAER**

Scott Etzel, Dow Chemical, Pittsburg Manufacturing site provided overview of TRANSCAER Training opportunities. TRANSCAER is 'Transportation Community Awareness and Emergency Response'. The purpose of TRANSCAER is to assist communities prepare for and respond to a hazmat transportation incidents and promotes safe transportation and handling of hazmats. The TRANSCAER organization includes a National TRANCAER Task Group, and Regional and State Coordinators. The national organization provides strategic leadership resources and assists the regions and states. TRANSCAER representatives at regional and state levels implement the process at the respective levels. The bay area is located in Region IV. A "Whistle Stop" tour is an opportunity where the railroads bring in specialized training equipment, and the railroads and the shippers provide instructions to local first responders and emergency responders for hazmat on railcars and shipments and emergency response equipment and training on techniques and procedures for use of that equipment. Current sponsors include the American Chemistry Council, Association of American Railroads, National Association of Chemical Distributors, Chemtrec, The Chlorine Institute Inc., National Tank and Truck Carriers and Renewable Fuel Association. Current Partners include, Dept. of Energy. TRANSCAER institutes a 9-step approach to include the following:

- Establish contact with Local Emergency Planning Committees
- Review existing emergency response plans
- Assist the LEPC to establish a Transportation Advisory Group
- Assist the LEPC to implement a Transportation Flow Study
- Assist in revision of response plans
- Review emergency response resource and training needs
- Participate in annual exercises
- Establish an ongoing dialogue with local officials, response agencies and the public
- Assess the effectiveness of the overall program

Stakeholders include hazmat shippers, transporters, emergency responders, regulators, community emergency planners, the general public and others interested in community safety. TRANCAER event include:

- Hands on training
- Whistlestop events
- Tabletops
- Mini drills
- Full scale exercises

California TRANCAER meets monthly and interfaces with the Regional LEPCs. TRANSCAER training will be held at the 2009 Continuing Challenge. TRANSCAER would like to organize some training events in November and December to reach out to those folks in the bay area that my not have had the opportunity to attend the Continuing Challenge. When dates and locations are set in the bay area, Scott will send out further information to those agencies interested. TRANSCAER contacts are located on the website indicated below.

For additional information regarding the National Organization, or information provided above, visit the TRANSCAER website at, [www.transcaer.com](http://www.transcaer.com). For a copy of entire presentation mentioned above, please visit the Region II LEPC website at, [www.oes.ca.gov](http://www.oes.ca.gov) and click on "Regional Operations."

## 7. **HazMat Commodity Study**

Pat Brant provided overview on BNSF Railway. BNSF operates in 28 states and are about 32,000 miles long. In terms of hazmat traffic, last year transported a little over 1 million shipments. In 2009, we are down on hazmat levels. Last year we had about 105 non-accident caused releases and 15 accident caused releases. A non-accident caused release is usually human caused where someone improperly secured a car or a valve causing a leak. The accident caused releases occurred when 15 packages released over a course of five derailments system-wide (1 million shipments of hazmat). Under EPA regulations or DOT a release is any amount is reportable (one drip, one drop, 1 gal. or more). Most people believe that hazmat moves via tank car. We do move non-hazmat via tank car as well (e.g., corn syrup, molasses, and beer). In California however, we do move hazmat via intermodal in containers or trailers on flat cars along highway trails. Approximately 5% of materials either in shipments or ton-miles are actually DOT defined hazmat. Sixty-eight percent of that moves in tank cars, the remainder of that would be in inter-modal containers, tanks, trailers, flatcar etc. About 3/10<sup>th</sup> of 1 percent of the materials moved are actually toxic inhalation hazards. From a public policy standpoint, it is probably best to move hazmat via railway verses truck. From 1989 to 2006, the serious incidents via railway verses truck are about the same. DOT defined serious incidents as evacuations, injury or mortality. It is about 16 times safer to move hazmat (chlorine, sulfur dioxide, anhydrous ammonia) via railway than by highway. Since 1989, the railroads have had 16 fatalities in all the railroads in the U.S. Hazmat transported by truck usually results in approx. 11 hazmat-related fatalities annually where as by railway there have been 16 fatalities since 1989. BNSF does have an emergency response plan, which describes how we respond to railroad emergencies, and includes notification. In San Bernadino and Forth Worth, notification is done locally to the counties and state and internally. We have 205 hazmat responders trained in 56 locations. Each hazmat responder goes through an 80-hour technician class and about 40-hours of annual refresher training. In California, we have trained responders in Richmond, Stockton, San Bernadino and Barstow. This is full level 'A' capability hazmat response, which is then back-filled by contract response. Responders train in NIMS; therefore, understand where they fit within the incident command structure. Information is coordinated via a train list that provides information on what is transported.

HazMat traffic flow information is provided by BNSF. For security sensitive information, BNSF asks that information be released on a "need-to-know" basis. We provide information as far out as 12 months. Examples were listed for Contra Costa County (not listed due to sensitivity). This information is available to city and county levels. Information can be released by formal request by quarter or up to 12 months.

BNSF conducts hazmat training, normally 4 – 5 thousand responders annually. Pat will be training at the 'Continuing Challenge', and have a DVD that includes the community-training program. The DVD is sent to fire depts. BNSF would like a list of every responder that is within 2-3 miles of every track for mutual aid purposes. LEPCs usually struggle who is responsible for what during a derailment. The BNSF is responsible for moving heavy cars. BNSF views the fire depts. as being in charge of incident command, air monitoring if they have the capability, however; BNSF provides if needed. BNSF will sit within the IC and will conduct an assessment through air modeling and monitoring as well as conduct mitigation. Pat provided information on reporting hazmat. HazMat responders should have maps on who owns railroads. Google Earth has maps that that have railroads identified, however, some of these are layered and not current. PUC may have more detailed maps.

**8. LEPC Member Reports**

Nothing reported

**9. Proposed Agenda and Next Meeting date:**

Next meeting date scheduled September 24, 2009, location Cal EMA Coastal Region REOC.

**11. Adjournment**

The meeting adjourned at 12:00 PM.

**Administrative Actions:**

- Redistributed the HMEP Grant Information to Region II LEPC applicants - Sandra
- Complete 6/25 Meeting Notes - Sandra
- Consult with Brian Abeel to determine if we can get a comprehensive list of what type of HazMat resources are available within the Region – Sandra
- Get list of HazMat contacts from Ron to provide to LEPC.